

CHAPTER 12

Classification and Qualification of Flight Personnel

12.1 SCOPE

This chapter prescribes flight personnel classifications and establishes minimum requirements for various qualifications. Requirements prescribed here shall be used as the minimum when preparing aircraft NATOPS manuals or other amplifying directives.

12.2 MULTIPILOTED FIXED-WING AIRCRAFT (PILOT)

12.2.1 Pilot Classification

12.2.1.1 Classification. The following classifications are established for pilots of multipiloted fixed-wing aircraft requiring a qualified copilot to ensure accomplishment of the mission. The requirement for qualification as third pilot is optional. All requirements set forth herein for qualification as third and second pilot shall be met prior to designation as second pilot.

- a. Aircraft commander
- b. Second pilot
- c. Third pilot

12.2.1.2 Descriptive Titles. The foregoing classifications do not prohibit the use of descriptive titles that are indicative of a distinct aircraft class or employment (i.e., patrol plane commander, transport plane commander, COD transport plane commander, patrol plane second pilot, etc.). A descriptive title must be compatible with a significant feature of both the aircraft and its employment. For example, a pilot who qualifies for aircraft commander in a patrol class aircraft transporting passengers and cargo would qualify as a plane commander, not as a patrol plane commander or transport plane commander.

12.2.2 Specific Requirements for Qualification.

The requirements listed below shall be met by pilots qualifying in multipiloted fixed-wing aircraft requiring a qualified copilot to ensure accomplishment of the mission. Commanding officers and qualifying authorities, or higher authority, shall prescribe proficiency standards, detailed factors, and specific minimums based on this chapter, the class and model aircraft, and unit mission. Within each classification, the weight and emphasis on the factors enumerated must be determined by the activity. The hours specified are the minimum required and they may be increased in individual manuals as aircraft increase in size and/or complexity. Waivers of minimums may be granted by the appropriate immediate superior in command commensurate with demonstrated ability and only when deemed necessary to accomplish events of the unit mission.

12.2.2.1 Third Pilot. To be qualified as a third pilot an individual shall:

- a. Have pilot time in class and model as required by the commanding officer or higher authority and demonstrate a satisfactory level of skill in the following:
 - (1) Ground handling.
 - (2) Flight technique in normal and emergency procedures.
- b. Demonstrate thorough knowledge through oral and/or written examination in the following:
 - (1) Model aircraft and all associated equipment (flight manual).
 - (2) Fuel weight, aircraft configuration, and store/cargo loading as they affect takeoff, mission, and landing performances.
 - (3) Appropriate NATOPS manual or certified/approved civilian manuals for aircraft authorized to operate without a NATOPS manual.

- (4) Survival and first-aid.
- (5) Applicable technical orders and notes, COMNAVAIRSYSCOM instructions and technical directives, OPNAV instructions, Federal Aviation Regulations, ICAO procedures, and SCATANA plans.
- (6) Search and rescue procedures.
- (7) Communication
- (8) Unit mission and tactics.
- (9) Flight planning.
- (10) Local and area flight rules.
- (11) Flight safety.

- c. Possess a current instrument rating.

12.2.2.2 Second Pilot. To be qualified as a second pilot an individual shall:

- a. Complete the requirements for and possess to an advanced degree the knowledge, level of skill, and capabilities required of a third pilot.
- b. Have pilot time in class and model as required by the commanding officer or higher authority and demonstrate a high level of skill in the following:
 - (1) Tactical employment of the aircraft and all associated equipment in all tasks of the unit mission.
 - (2) Operation instrument flying and night tactical operations in model.
- c. Possess a current instrument rating.
- d. Demonstrate ability to direct and train officers and enlisted personnel of the flight crew.
- e. Demonstrate thorough knowledge through oral and/or written examination of the following:
 - (1) Unit mission and tactics.
 - (2) Fleet and type tactical instructions and doctrine.

- (3) Applicable portions of NWP, fleet exercise publications (FXPs), JANAPs, Allied communication publications (ACPs), and ATPs.

- (4) Recognition applicable to unit mission.

- f. Satisfactorily complete a NATOPS evaluation or similar evaluation for aircraft authorized to operate without a NATOPS manual in model.

12.2.2.3 Aircraft Commander. To be qualified as an aircraft commander, the NATOPS manual (or applicable model manager directive for aircraft authorized to operate without a NATOPS manual) must establish the designation for the particular model and an individual shall:

- a. Complete the requirements for and possess to an advanced degree the knowledge, skill, and capabilities of a second pilot.
- b. Have a minimum of 700 hours total individual pilot time.
- c. Have a minimum of 100 hours pilot time in class and be NATOPS-qualified (either via NATOPS or a model manager approved qualification process for aircraft authorized to operate without a NATOPS manual) in model.
- d. Possess a current instrument rating.
- e. Demonstrate positive ability to command and train the officers and enlisted of the flightcrew including enforcement of proper air discipline.
- f. Demonstrate the qualities of leadership and mature judgment required to conduct advanced base or detached unit operations as officer in charge.

12.2.3 General Requirements for Qualification

12.2.3.1 Initial Qualification. On initial qualification for command, a pilot will normally be required to progress through third and second pilot classifications before being allowed to qualify for aircraft commander.

12.2.3.2 Requalification

- a. After having gained initial qualification, requalification in model or qualification in another model

of the same class will not require progression through lower classifications. Such requalification or qualification shall consist of an appropriate checkout, including a minimum flight-familiarization phase as established by the commanding officer or higher authority, and demonstration of the knowledge, proficiency, and capabilities commensurate with desired classification.

- b. After having gained initial qualification in a type and class of aircraft, on subsequent qualification in another type or class, progression through any of the lower classifications may be required by the qualifying authority if such a course is considered necessary to ensure proper qualification. The same procedure may be required of pilots who report to a command, unit, or activity whose mission includes tasks or employment that demand operational and tactical knowledge or proficiency differing appreciably from that gained on initial qualification.

12.2.3.3 Time Limits. Under normal conditions, a pilot serving in a billet that requires eventual qualification as aircraft commander will gain initial qualification within 24 months after being cleared to fly in the command. Requalification after lapse of qualification should be attained within 6 months. Type commanders, using these limits as a guide, shall establish specific maximum time limits for qualification and requalification based on the class aircraft and unit employment. Amplifying instructions shall prescribe procedures for the disposition of pilots who fail to qualify within the specified time limit.

12.3 MULTIPILOTED ROTARY-WING AIRCRAFT (PILOT)

12.3.1 Pilot Classification. The following classifications are established for pilots of multipiloted rotary-wing aircraft that may or may not require a qualified copilot to ensure accomplishment of the mission.

- a. Helicopter aircraft commander
- b. Helicopter second pilot

12.3.2 Specific Requirements for Qualification.

Requirements listed below are to be met by pilots qualifying in multipiloted rotary-wing aircraft. Commanding officers and qualifying authorities, or higher authority, shall prescribe proficiency standards, detailed factors, and specific minimums based on this chapter, class and model aircraft, and the unit mission. Within each classification, the weight and emphasis on the factors enumerated must be determined by the activity. Waivers of minimums may be granted by the appropriate immediate superior in command commensurate with demonstrated ability and only when deemed necessary to accomplishment of the unit mission.

12.3.2.1 Helicopter Second Pilot. In addition to being a designated helicopter pilot, a helicopter second pilot shall:

- a. Have pilot hours in class and model as required by the commanding officer or higher authority and demonstrate satisfactory proficiency in the following:
 - (1) Ground handling.
 - (2) Flight technique in normal and emergency procedures for flight including autorotation and the use of flotation gear, if applicable.
 - (3) Navigation (all types applicable to unit mission and model aircraft).
 - (4) Tactical employment of the aircraft and associated equipment in all tasks of the unit mission.
 - (5) Night tactical operations and operational instrument flying within the capability of the model.
- b. Possess a current instrument rating.
- c. Demonstrate knowledge through oral and/or written examination on the following:
 - (1) Model aircraft and all associated equipment.
 - (2) Operational performance in all flight maneuvers.
 - (3) Weight and balance.
 - (4) Appropriate NATOPS manual.

- (5) Survival and first-aid.
 - (6) Applicable technical orders and notes, OPNAV instructions, FAR, ICAO procedures, SCATANA plans, and NAVAIRSYSCOM instructions and technical directives.
 - (7) Search and rescue procedures.
 - (8) Communication.
 - (9) Unit mission and tactics.
 - (10) Navigation.
 - (11) Flight planning.
 - (12) Local and area flight rules.
 - (13) Fleet and type tactical instructions and doctrine.
 - (14) Applicable portions of NWP, FXPs, JANAPs, ACPs, and ATPs.
 - (15) Recognition applicable to unit missions.
- d. Satisfactorily complete a NATOPS evaluation in model.

12.3.2.2 Helicopter Aircraft Commander. To be qualified as a helicopter aircraft commander, the NATOPS manual shall establish the designation for the particular model, and an individual shall:

- a. Have completed the requirements for and possess to an advanced degree the knowledge, proficiency, and capabilities of a second pilot.
- b. Have a minimum of 500 total flight hours.
- c. Have 150 flight hours in rotary-wing aircraft.
- d. Have pilot hours in class and model required by the commanding officer or higher authority and demonstrate the proficiency and judgment required to ensure the successful accomplishment of all tasks of the unit mission.
- e. Demonstrate ability to command and train the officers and enlisted members of the flightcrew
- f. Demonstrate the qualities of leadership required to conduct advanced base or detached unit

operations as officer in charge when such duty is required as part of the unit's mission or method of operation.

12.3.3 General Requirements for Qualification

12.3.3.1 Initial Qualification. On initial qualification for command of multipiloted rotary-wing aircraft, a pilot will normally be required to progress through the second pilot category before being allowed to qualify for aircraft commander.

12.3.3.2 Requalification

- a. After having gained initial qualification, requalification in model or qualification in another model of the same class will not require progression through lower classifications. Such requalification or qualification shall consist of an appropriate checkout including a minimum flight familiarization phase as established by the commanding officer or higher authority and demonstration of the knowledge, proficiency, and capabilities commensurate with desired classification.
- b. After having gained initial qualification in a type and class aircraft, on subsequent qualification in another type or class, progression through any of the lower classifications may be required by the qualifying authority if such a course is considered necessary to ensure proper qualification. The same procedure may be required of pilots who report to a command, unit, or activity whose mission includes tasks or employment that demand operational and tactical knowledge or proficiency differing appreciably from that gained on initial qualification.
- c. Waivers of minimums may be granted by the appropriate immediate superior in command commensurate with demonstrated ability and only when deemed necessary for the accomplishment of the unit mission.

12.3.3.3 Time Limits. Under normal conditions, a pilot serving in a billet that requires eventual qualification as aircraft commander will gain initial qualification as such within 24 months after being cleared to fly in the command. Requalification after lapse of qualification should be attained within 6 months. Air type commanders, using these limits as a guide, shall establish specific maximum time limits for qualification and

requalification based on the class aircraft and the unit employment. Amplifying instructions shall prescribe procedures for the disposition of pilots who fail to qualify within the specified time limit.

12.4 MULTIPILOTED TILT-ROTOR AIRCRAFT (PILOT)

12.4.1 Pilot Classification. The following classifications are established for pilots of multipiloted tilt-rotor aircraft that may or may not require a qualified copilot to ensure accomplishment of the mission:

- a. Tilt-rotor aircraft commander.
- b. Tilt-rotor second pilot.

12.4.2 Specific Requirements for Qualifications. Requirements listed below are to be met by pilots qualifying in multipiloted tilt-rotor aircraft. Commanding officers and qualifying authorities, or higher authority, shall prescribe proficiency standards, detailed factors, and specific minimums based on this chapter, class and model aircraft, and the unit mission. Within each classification, the weight and emphasis on the factors enumerated must be determined by the activity. Waivers of minimums may be granted by the appropriate immediate superior in command commensurate with demonstrated ability and only when deemed necessary to accomplishment of the unit mission.

12.4.3 Tilt-Rotor Second Pilot. A tilt-rotor second pilot shall:

- a. Have completed a formal fixed-wing syllabus administered by CNATRA or other established training activity.
 - (1) Have a minimum of 200 total flight hours
 - (2) Have a minimum of 30 flight hours in helicopters.
 - (3) Have a minimum of 30 flight hours in fixed-wing aircraft
- b. Have pilot hours in class and model as required by the commanding officer or higher authority and

demonstrate satisfactory proficiency in the following:

- (1) Ground handling.
 - (2) Flight technique in normal and emergency procedures for flight including dual engine failures and the use of flotation gear, if applicable.
 - (3) Navigation (all types applicable to unit mission and model aircraft).
 - (4) Tactical employment of the aircraft and associated equipment in all tasks of the unit mission.
 - (5) Night tactical operations and operational instrument flying within the capability of the model.
- c. Possess a current instrument rating.
 - d. Demonstrate knowledge through oral and/or written examination on the following:
 - (1) Model aircraft and all associated equipment.
 - (2) Operational performance in all flight maneuvers.
 - (3) Weight and balance.
 - (4) Appropriate NATOPS manual.
 - (5) Survival and first-aid.
 - (6) Applicable technical orders and notes, OPNAV instructions, FAR, ICAO procedures, SCATANA plans, and NAVAIRSYSCOM instructions and technical directives.
 - (7) Search and rescue procedures.
 - (8) Communication.
 - (9) Unit mission and tactics.
 - (10) Navigation.
 - (11) Flight planning.
 - (12) Local and area flight rules.

- (13) Fleet and type tactical instructions and doctrine.
- (14) Applicable portion of NWP, FXP, JANAP, ACP, and ATP.
- (15) Recognition applicable to unit missions.

- e. Satisfactorily complete a NATOPS evaluation in model.

12.4.3.1 Tilt-Rotor Aircraft Commander. To be qualified as a tilt-rotor aircraft commander, the NATOPS manual shall establish the designation for the particular model, and an individual shall:

- a. Have completed the requirements for and possess to an advanced degree the knowledge, proficiency, and capabilities of a second pilot.
- b. Have a minimum of 500 total flight hours.
- c. Have 100 flight hours in tilt-rotor aircraft.
- d. Have pilot hours in class and model required by the commanding officer or higher authority and demonstrate the proficiency and judgment required to ensure the successful accomplishment of all tasks of the unit mission.
- e. Demonstrate ability to command and train the officers and enlisted members of the flightcrew.
- f. Demonstrate the qualities of leadership required to conduct advanced base or detached unit operations as officer in charge when such duty is required as part of the unit's mission or method of operation.

12.4.3.2 Initial Qualification. On initial qualification for command of multipiloted tilt-rotor aircraft, a pilot will normally be required to progress through the second pilot category before being allowed to qualify for aircraft commander.

12.4.3.3 Requalification

- a. After having gained initial qualification, requalification in model or qualification in another model of the same class will not require progression through lower classifications. Such requalification or qualification shall consist of an

appropriate checkout including a minimum flight familiarization phase as established by the commanding officer or higher authority and demonstration of the knowledge, proficiency, and capabilities commensurate with the desired classification.

- b. After having gained initial qualification in a type and class aircraft, on subsequent qualification in another type or class, progression through any of the lower classifications may be required by the qualifying authority if such a course is considered necessary to ensure proper qualification. The same procedure may be required of pilots who report to a command, unit, or activity whose mission includes tasks or employment that demand operational and tactical knowledge or proficiency differing appreciably from that gained on initial qualification.
- c. Waivers of minimums may be granted by the appropriate immediate superior in command commensurate with demonstrated ability and only when deemed necessary for the accomplishment of the unit mission.

12.4.3.4 Time Limits. Under normal conditions, a pilot serving in a billet which requires eventual qualification as aircraft commander will gain initial qualification as such within 24 months after reporting to the command. Requalification after lapse of qualification should be attained within 6 months. Air type commanders, using these limits as a guide, shall establish specific maximum time limits for qualification and requalification based on the class aircraft and the unit employment. Amplifying instructions shall prescribe procedures for the disposition of pilots who fail to qualify within the specified time limit.

12.5 NAVAL FLIGHT OFFICERS

12.5.1 Naval Flight Officer Classification

12.5.1.1 Classification. The following classifications are established for NFO crewmembers of aircraft requiring a qualified NFO crewmember to ensure accomplishment of the mission.

- a. Tactical coordinator (VP, VS)
- b. Navigator (VR, VQ)

- c. Radar intercept officer (VF)
- d. Weapon Systems Officer (VFA, VMFA)
- e. Combat information center officer/air control officer (VAW)
- f. Electronic warfare evaluation officer (VQ)
- g. Electronic countermeasures officer (VAQ)
- h. Airborne communication officer (VQ)
- i. Supporting arms coordinator (airborne) (VMO).

12.5.1.2 Intermediate Classification. The foregoing classifications do not prohibit the use of intermediate classifications that are indicative of a distinctive aircraft class or employment. Such classifications must serve to indicate progress and achievement levels prior to final qualifications (i.e., patrol plane navigator and patrol plane tactical navigator indicate progress toward designation as USW tactical coordinator for patrol class aircraft).

12.5.2 Specific Requirements for Qualification. The requirements listed below shall be met by NFOs qualifying in aircraft requiring a qualified NFO crewmember to ensure accomplishment of the mission. Commanding officers and qualifying authorities, or higher authority, shall prescribe proficiency standards, detailed factors, and specific minimums based on this chapter, the class and model aircraft, and the unit mission. Within each classification, the weight and emphasis on the factors enumerated must be determined by the activity. Waivers of minimums may be granted by the appropriate immediate superior in command commensurate with demonstrated ability and only when deemed necessary to accomplishment of the unit mission. To be qualified as an NFO crewmember for a specific class and model of aircraft, an individual shall:

- a. Have flight hours in class and model as required by the commanding officer or higher authority and demonstrate a satisfactory level of skill in the following:
 - (1) Tactical employment of the aircraft and all associated equipment in all tasks of the unit mission

- (2) Flight technique during normal and emergency procedures
- (3) Navigation (all types applicable to unit mission and aircraft model).
- b. Demonstrate thorough knowledge through oral and written examination on the following:
 - (1) Model aircraft and all associated equipment (flight manual).
 - (2) Unit mission and tactics.
 - (3) Fleet and type tactical instructions and doctrine.
 - (4) Applicable portions of NWP, FXP, JANAP, ACP, and ATP.
 - (5) Recognition applicable to unit mission.
 - (6) Communication.
 - (7) Navigation.
 - (8) Flight planning.
 - (9) Local and area flying rule.
 - (10) Flight safety.
 - (11) Search and rescue procedures.
 - (12) Survival and first-aid.
 - (13) Fuel weight, aircraft configuration, and store/cargo as they effect takeoff, mission, and landing performance.
 - (14) Applicable technical orders and notes, COMNAVAIRSYSCOM instructions and technical directives, OPNAV instructions, Federal Aviation Regulations, ICAO procedures, and SCATANA plans.
 - (15) Appropriate NATOPS manual.
- c. Possess current instrument qualifications as delineated in Chapter 13.
- d. Satisfactorily complete a NATOPS evaluation in model.

12.5.3 General Requirements for Qualification

12.5.3.1 Initial Qualification. On initial qualification, an NFO will normally be required to progress through any prescribed intermediate classification levels before being qualified in class and model.

12.5.3.2 Requalification

- a. After having gained initial qualification, requalification in model or qualification in another model of the same class will not require progression through intermediate classification levels. Such requalification or qualification shall consist of an appropriate checkout, including a minimum flight-familiarization phase as established by the commanding officer or higher authority, and demonstration of possession of the knowledge, proficiency, and capabilities commensurate with the classification.
- b. After having gained initial qualification in a type and class of aircraft, on subsequent qualification in another type or class, progression through any intermediate classification may be required of NFOs who report to a command, unit, or activity whose mission includes tasks or employment that demand operational and tactical knowledge or proficiency differing appreciably from that gained on initial qualification.

12.5.3.3 Time Limits. Under normal conditions, an NFO serving in a billet that requires eventual qualification as an NFO crewmember will gain initial qualification as such within 24 months after being cleared to fly in the command. Requalification after lapse of qualification should be attained within 6 months. Type commanders, using these limits as a guide, shall establish specific maximum time limits for qualification and requalification based on the class of aircraft and the unit employment. Amplifying instructions shall prescribe procedures for the disposition of NFOs who fail to qualify within the specified time limit.

12.6 MARINE AERIAL NAVIGATION OFFICER

- a. For navigators of aircraft requiring a qualified aerial navigation officer, the following classification is established: aerial navigation officer (transport/aerial refueler aircraft).
- b. The following are the specific requirements for qualification:
 - (1) Must have successfully completed the Aerial Navigator School.
 - (2) Must meet the requirements delineated in paragraph 12.5.2, as applicable.

12.7 QUALIFICATIONS OF UAV FLIGHTCREW

IPs, EPs, and POs should receive initial training prior to arriving at their operational unit. At their operational unit, flightcrew shall qualify in their position(s) through the appropriate flight syllabus.

12.8 TRAINING OF ENLISTED FLIGHT PERSONNEL

12.8.1 General. This section amplifies the requirements for training enlisted personnel in a flight status contained in MILPERSMAN, articles 1220-010 and 1220-020, DOD Pay Manual, Part 2, Chapter 1, articles 20101-20114 inclusive and BUPERSINST 1326.4.

12.8.2 Flight Records. Commanding officers of units having allocations of enlisted flight orders shall ensure that all enlisted flightcrew are documented in accordance with Chapter 10 of this instruction. MIFAR will be used as the individuals flying time record.

12.8.3 Auditing of Enlisted Flight Record. A Flight Order Audit Board shall be appointed by the commanding officer and consists of at least three officers. One shall be from the supply department (when assigned) and one from the operations department. The board shall audit enlisted flight records to ensure that all requirements for hazardous duty pay have been met. The audit should be performed immediately following the end of each month in accordance with BUPERSINST 1326.4 or MCO 1326.2 and prior to the submission of flight certificates. All entries and documents pertaining to flight order administration shall be included.

12.8.4 Allocation of Temporary Flight Orders. Commanding officers shall submit their requirements for noncrewmember special mission flight orders as required by higher authority. When flight orders and monetary limitations are received, they allocate them within their command. Temporary flight orders (DIFTEM) shall only be allocated to individuals by BUPERS or NAVRESPERSCEN. Temporary flight orders as well as noncrewmember special mission aircrew orders shall be issued only to those personnel who have been found physically qualified in accordance with MANMED and have satisfied the requirements of applicable paragraphs of Chapter 8 of this instruction.

12.9 CLASSIFICATION AND QUALIFICATION OF NAVAL AIRCREWMAN

12.9.1 Naval Aircrewman Classification. Classifications of naval aircrewmen are established in the Navy Enlisted Classification Code Manual (NAVPERS 18068), the Military Occupation Specialty Manual, aircraft NATOPS manuals, and other applicable naval directives.

12.9.2 General Requirements for Positional Qualification as a Naval Aircrewman. All naval aircrew shall meet the following requirements for qualification and requalification.

- a. Comply with requirements of Chapter 8.
- b. Complete Type Wing Commander positional requirements.
- c. Complete a NATOPS evaluation in the crew position in accordance with the applicable NATOPS manual.
- d. In lieu of paragraph c, complete a prescribed operating/standardization evaluation in accordance with applicable model manager directives for aircraft authorized to operate without NATOPS manual.

12.9.3 Proficiency. A naval aircrew designation is valid only in the aircraft model (refer to Glossary) (P-3, H-46, SH-60, etc.) in which the qualification was achieved. Proficiency in all requirements for initial qualification must be maintained and demonstrated periodically. Regular performance of aircrew duties

sufficient to satisfy the requirements for crewmember flight orders is the minimum proficiency standard to retain qualification.

12.9.4 Maximum Time Limit for Positional Qualification as Naval Aircrewman

- a. Personnel under DIFCREW orders shall be allowed a maximum of 18 months from the date of reporting onboard for duty at a permanent duty station to achieve positional qualification. DIFCREW orders for personnel who fail to positionally qualify within the 18-month period shall be suspended in accordance with BUPERSINST 1326.4.
- b. Personnel under DIFTEM flight orders shall be allowed a maximum of 18 months from the date of authorization. Personnel shall be in training for a valid billet, and requests for DNEC and DIFCREW status shall be submitted no later than 8 months prior to DIFCREW vacancy occurring. DIFTEM flight orders shall be suspended for DIFTEM personnel who fail to qualify within 18 months.

12.9.5 Time of Requalification for Naval Aircrewman. Requalification should be accomplished within the below time limit of reporting to a unit that has the same type of aircraft as that within which the aircrew designation was attained. Annual NATOPS evaluations are separate qualifications. For guidance on time limits for expired annual NATOPS evaluations, see Chapter 2, "NATOPS Evaluation Procedures" paragraph.

- a. Lapse of 2 years or less — 6 months
- b. Lapse of more than 2 years — 12 months
- c. Selected Air Reserves — 12 months

12.9.6 Qualification Waivers for Naval Aircrewmen. Immediate seniors (wing, functional wing commanders) may waive initial and requalification time limits for aircrew personnel who fail to qualify within prescribed time limits. Justification for such waivers includes lack of appropriate security clearances, duty assignments, or periods of TAD. Appropriate documentation shall be made in the service record, NATOPS training jacket, and to BUPERS.

12.10 QUALIFYING AUTHORITIES

12.10.1 Aeronautical Organizations. Commanding officers or higher authority in the chain of command are empowered to qualify flight personnel in the classifications established here and to issue the certification thereof. The immediate superior in command to the commanding officer or higher authority may assume the function of approving the qualifications of aircraft commanders and issue the certifications of qualification. In such cases, amplifying instructions shall be specific in regard to the authority vested in the commanding officer.

12.10.2 Nonaeronautical Organizations. The senior aviation line officer attached to activities that are not a part of the aeronautical organization (naval missions, etc.) is empowered to qualify flight personnel in the appropriate classifications and to issue certification. Such activities may request checkout and examination assistance from the nearest naval aviation command with the required personnel and facilities.

12.10.3 Fleet Replacement Squadrons. Commanding officers of fleet replacement squadrons or higher authority may, with respect to replacement flight personnel, determine initial qualification as flight personnel based on satisfactory completion of applicable NATOPS requirements.

12.10.4 Guidance for Qualifying Authorities

12.10.4.1 Qualification Opportunity

- a. Flight personnel should be afforded ample opportunity to complete the necessary training to permit qualification without delay after minimum experience requisites are met.
- b. Pilots shall be advanced commensurate with their experience and demonstrated ability.
- c. Pilots should be assured the opportunity to qualify for aircraft command during their first tour of duty.

12.10.4.2 Previous Experience

- a. Flight experience acquired in previous commands in varied aircraft is important to overall qualification

and due weight shall be given such experience in qualifying and requalifying flight personnel in accordance with this instruction. It is not the intention of this chapter to requalify pilots currently designated.

- b. A pilot qualification shall remain effective as long as the pilot remains current in class and model and regularly performs missions required of the command unit or activity unless specifically revoked by the qualifying authority or appropriate superior. Commanding officers shall always retain the right to suspend a pilot's qualification for a serious breach of flight rules, demonstrated lack of ability, or serious errors of judgment. For guidance in respect to revocation or lengthy suspension of qualifications, attention is directed to MILPERSMAN, article 3410300, and MCO P1000.6 (ACTS Manual), paragraphs 2005 and 3005.

12.10.4.3 Additional Requirements. Nothing in this instruction is intended to curtail establishment of any additional or special requirements that may be considered necessary for the qualification of a pilot in the classifications previously listed. The provisions of this instruction are not to be interpreted as contrary to proficiency standards that have been or may be established by appropriate authority.

12.11 QUALIFICATION TO TRANSITION INTO JET, HELICOPTER, OR TILT-ROTOR AIRCRAFT

Requirements to transition into jet, helicopter, or tilt-rotor aircraft (initial qualification) will normally be accomplished through a formal syllabus administered by CNATRA or other established training activity. Circumstances may occur where it is desirable or necessary that such transition training be administered by other commands. Commands capable of performing such transition training with no degradation of training quality or safety may do so providing they meet the requirements stated in paragraph 12.11.1.

12.11.1 Minimum Training Syllabus Requirements. Where the NATOPS manual does not specify a transition syllabus, the following minimum syllabus requirements for transition to jet, helicopter, and/or tilt-rotor aircraft shall apply.

12.11.1.1 All Pilots. All pilots shall:

- a. Successfully complete the approved OFT/WST and naval air maintenance trainer (NAMT) syllabus(es) or equivalent.
- b. Satisfactorily complete a NATOPS evaluation in model.

12.11.1.2 Helicopter Transition Pilots. All helicopter transition pilots shall complete:

- a. The prescribed CNATRA written examination on helicopter aerodynamics.
- b. A minimum of 25 flight hours of dual instruction under the tutelage of a designated instructor.
- c. A minimum of 5 additional flight hours of training that shall be solo when conducted in a helicopter model in which single-piloted flight is authorized.

12.11.1.3 Jet Transition Pilots. All jet transition pilots shall complete:

- a. A minimum of 10 flight hours of dual instruction under the tutelage of a designated instructor.
- b. A minimum of 5 additional flight hours of solo syllabus training.

12.11.1.4 All Fixed-Wing Multiengine Transition Pilots. All fixed-wing multiengine pilots shall complete:

- a. A minimum of 10 flight hours of dual instruction with a designated instructor.
- b. A minimum of 5 additional flight hours of syllabus training.

12.11.1.5 Tilt-Rotor Transition Pilots. All tilt-rotor transition pilots shall complete:

- a. The helicopter and tilt-rotor aerodynamics and mechanical systems written examinations provided by an established training activity.

- b. A minimum of 25 flight hours of dual instruction under the tutelage of a designated instructor.
- c. A minimum of 5 additional flight hours of syllabus training.

12.11.2 Action. Commanding officers or their seniors in the chain of command desiring to initiate jet/helicopter/ tilt-rotor transition training shall comply with the following:

- a. Prior to initiating training, submit the training syllabus to COMNAVAIRFOR (N32) for approval. ■

Note

Commands may implement syllabuses prescribed in the aircraft NATOPS manuals without further approval of COMNAVAIRFOR.

- b. Screen applicants to ensure that transition training is in the best interests of the naval establishment.
- c. Administer ground and flight training, as necessary, in accordance with the approved syllabus.
- d. Enter qualifications achieved in the flight personnel training/qualifications jacket.

12.11.3 Chief of Naval Air Training Responsibility. CNATRA shall:

- a. Continue to provide transition training in accordance with approved quotas and syllabuses.
- b. Provide a standard helicopter aerodynamics syllabus for use of requesting commands.

12.12 REPORTS

12.12.1 Navy Flight Personnel. Navy flight personnel who have qualified in one of the classifications shall have a certification signed by the qualifying authority placed in their officer service record (NavPers 3021) or enlisted service record (NavPers 601), as appropriate. Certifications shall indicate the class and model aircraft in which qualified, together with a concise statement of the type of operations in which qualified (i.e., mining, transport, utility, etc.). The reporting senior shall enter in the duties section of the report on the fitness of officers a statement indicating such qualification in the next regular report of fitness.

A copy of the certification to command multipiloted aircraft shall be forwarded by the qualifying authority to CHNAVPERS each time a pilot qualifies for command in a separate class aircraft. No other distribution of copies of flight certification is required.

12.12.2 Marine Corps Flight Personnel. Marine Corps flight personnel who have qualified in one of the classifications shall have a certification signed by the qualifying authority placed in their NATOPS flight personnel training/qualification jacket (OPNAV

3760/32 (4-81)) and their officers qualification record (NAVMC 123A (Rev 9-95)) or enlisted service record book (NAVMC 118A (Rev 12-96)), as appropriate.

12.12.3 Revocation of Qualifications. When a Commanding Officer revokes a qualification for sub-standard performance, an entry to that effect shall be made in the individual's NATOPS jacket in accordance with Appendix A, paragraph A.2.2.1. This allows subsequent commands to have an accurate account of this individual's qualifications.